

Mailing list additions

If you did not receive this newsletter in the mail, you are not on the mailing list for the Marquette Interchange Study. To add your name, or to make a correction, please fill out this form and mail it to:

Charlie Webb
Community Involvement Coordinator
CH2M HILL
135 South 84th Street, Suite 325
Milwaukee, WI 53214

Name: _____

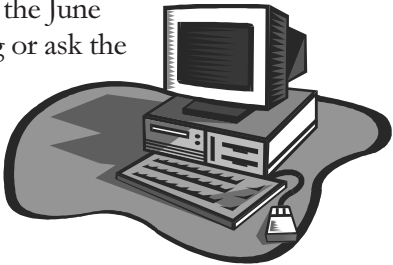
Address: _____

Affiliation: _____

For more information

If you would like additional information please visit our Web site at <http://www.dot.state.wi.us> (scroll down and click on “Transportation project and study information” under Roads and Highways then “Study sites”, and then “Marquette Interchange Study”).

You can also attend the June open house meeting or ask the study team to meet with your group by contacting Don Rhodes at (262) 548-8835 or by e-mail at donald.rhodes@dot.state.wi.us.



If you have questions about the study, please contact Don or any of the other study team contacts listed in the box on page 3 at any time.

If you would like a copy of this in Spanish, please contact Gladys Gonzalez at (414) 359-2300.

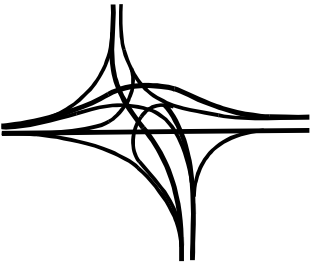
Si prefieres una copia en español, por favor llama Gladys Gonzalez al (414) 359-2300.

If you would like a copy of this in Hmong, please contact Victor M. Vaj at (414) 527-0828.

Yogtias koj xav tau ib daim ntawv no ua lus Hmoob, hu xovtooj rau Victor M. Vaj ntawm (414) 527-0828.

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ADDRESS CORRECTION REQUESTED



Transportation District 2
April 2001
Newsletter Number 3

MARQUETTE INTERCHANGE

Looking to the Future

What's inside

- Community outreach
- Traffic modeling
- Alternatives
- Context sensitive design
- Environmental Assessment process



What's been happening?

The study team has been busy meeting with business, neighborhood, and community groups to refine the alternatives for the reconstruction of the interchange. It also has been analyzing traffic data and preparing an Environmental Assessment (see page 3).

Community outreach

Meeting with the community is the study team's most important task. Since the last public information meeting in October 2000, the study team has met with more than 60 elected officials, community groups, business groups, neighborhood groups, minority groups, and adjacent property owners.

Most of the meetings have been informal with small groups, providing an opportunity for a good exchange of ideas and input. The meetings help the study team determine what is important to the community and help shape how the downtown freeway system and Marquette Interchange should be rebuilt.

Traffic modeling

Traffic modeling is a key part of the study team's process to help choose the best alternative. WisDOT traffic forecasts are used in computer models to determine if proposed alternatives can safely and efficiently carry anticipated traffic through the year 2025.

Study team refines alternatives for the reconstruction of the interchange

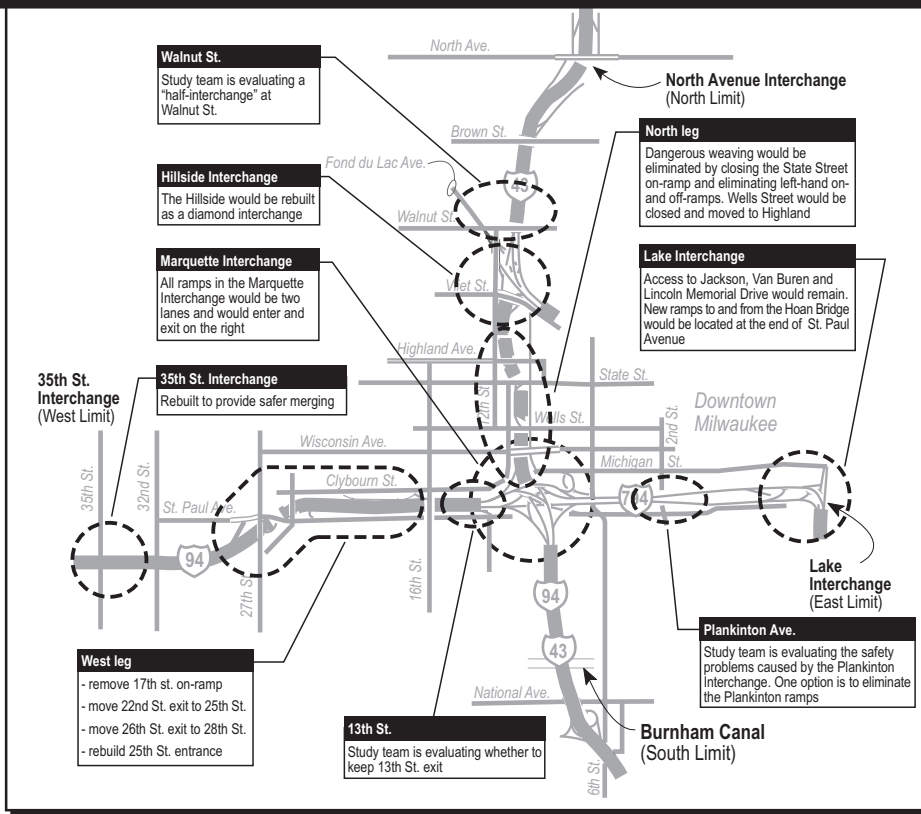
The study team's primary objectives in redesigning the interchange are to improve ease of driving and safety by (1) placing all entrance ramps and exit ramps on the right and (2) improving the spacing of ramps. Left-hand entrances and exits and tightly spaced ramps are the two biggest reasons for the crash rate in and around the Marquette Interchange, which is two to seven times the state-wide average.

The alternatives still under consideration are:

Modernization with the removal of Aldrich Chemical alternative

Under this alternative, the Marquette Interchange would be completely reconfigured and Aldrich Chemical would be relocated to its facility on Milwaukee's northwest side. This would decrease the space needed for the interchange and free up four to six acres of land now occupied by the interchange. Several access points would be moved to new locations or consolidated to improve freeway safety and traffic flow while still providing adequate access. All of the left-hand entrance and exit ramps would be replaced by right-hand entrance and exit ramps. Substandard bridge clearances would be improved.

Common elements of build alternatives under consideration



13th Street and Plankinton

- There are options to keep or eliminate the 13th Street east-bound exit on I-94.
- There are options to keep or eliminate the Plankinton Street exit and entrance on I-794.

The study team has proposed eliminating these ramps to improve safety. There is a higher than average crash rate near both of these ramps because of weaving and inadequate spacing between ramps.

Modernization with Aldrich Chemical alternative

Under this alternative, the Marquette Interchange would be reconfigured but would be rebuilt around the Aldrich Chemical plant, which would remain in its existing location in the middle of the interchange. All but two of the left-hand entrances and

one left-hand exit would be replaced by right-hand entrances and exits. Substandard bridge clearances would be improved.

If an agreement to relocate Aldrich Chemical is reached, this alternative will be dropped.

Replace-in-kind alternative

Under the “no-build” or (“replace-in-kind”) alternative, the interchange would be replaced in its current configuration over a 10- to 15-year period. All the current safety and congestion problems caused by weaving and closely spaced ramps would remain.

North leg (I-43) alternatives

There are two alternatives to modernize the Hillside Interchange, which is located where the Park East Freeway and Fond du Lac Avenue (WIS 145) connect to I-43.

The key difference between the alternatives is at Walnut Street. One alter-

native would provide a “half interchange” that would allow southbound I-43 traffic to exit at Walnut and northbound traffic to enter I-43 at Walnut Street. The other alternative would not provide access at Walnut Street.

The most prominent feature of the two alternatives under consideration for the “north leg” (I-43) is that the Hillside Interchange would be reconstructed as a diamond interchange, with ramps to Fond du Lac Avenue from I-43 and stop lights at the ends of the ramps.

The southbound exit to Wells Street/ 11th Street would be moved three blocks north to Highland Avenue and the State Street entrance would be moved to Clybourn Street.

Context-sensitive design

Since January 2001, three context-sensitive design workshops were held, attended by numerous state and local officials, community groups, and members of the study’s Community Outreach Group. The workshops were held to discuss and propose ideas to make the appearance of the interchange blend with downtown, the Historic Third Ward, Menomonee Valley, near west side, and near north side.

Some examples of the group’s ideas include:

- making I-794 less of a psychological barrier by making the area under it more pedestrian friendly
- making a gateway to different neighborhoods at exit ramps
- using colored concrete and texture to make bridges and retaining walls more aesthetically pleasing

Additional context-sensitive design workshops are planned.

What’s next?

June public meeting

The study team will hold its third public information meeting in June. The results of the traffic analysis will be presented and the study team will solicit more input on the remaining alternatives.

A newsletter will announce the date and location of the June meeting.

Environmental Assessment

The study team is working on the Environmental Assessment (EA) to document the effects of the alternatives on traffic, parking, access, and the natural environment.

The EA will be completed this summer.

August public hearing

A public hearing will be held in August to give the community an opportunity to express its opinion for a preferred alternative to reconstruct the Marquette Interchange.

A public comment period around the time of the hearing will provide the community with the opportunity to express its views on the location and design of the reconstructed Marquette Interchange.

The Environmental Assessment will be available for review and comment at the August public hearing.

Select preferred alternative; Begin design

After the August public hearing, a “preferred alternative” will be chosen. Once the alternative is selected, it will take approximately two years to design it.

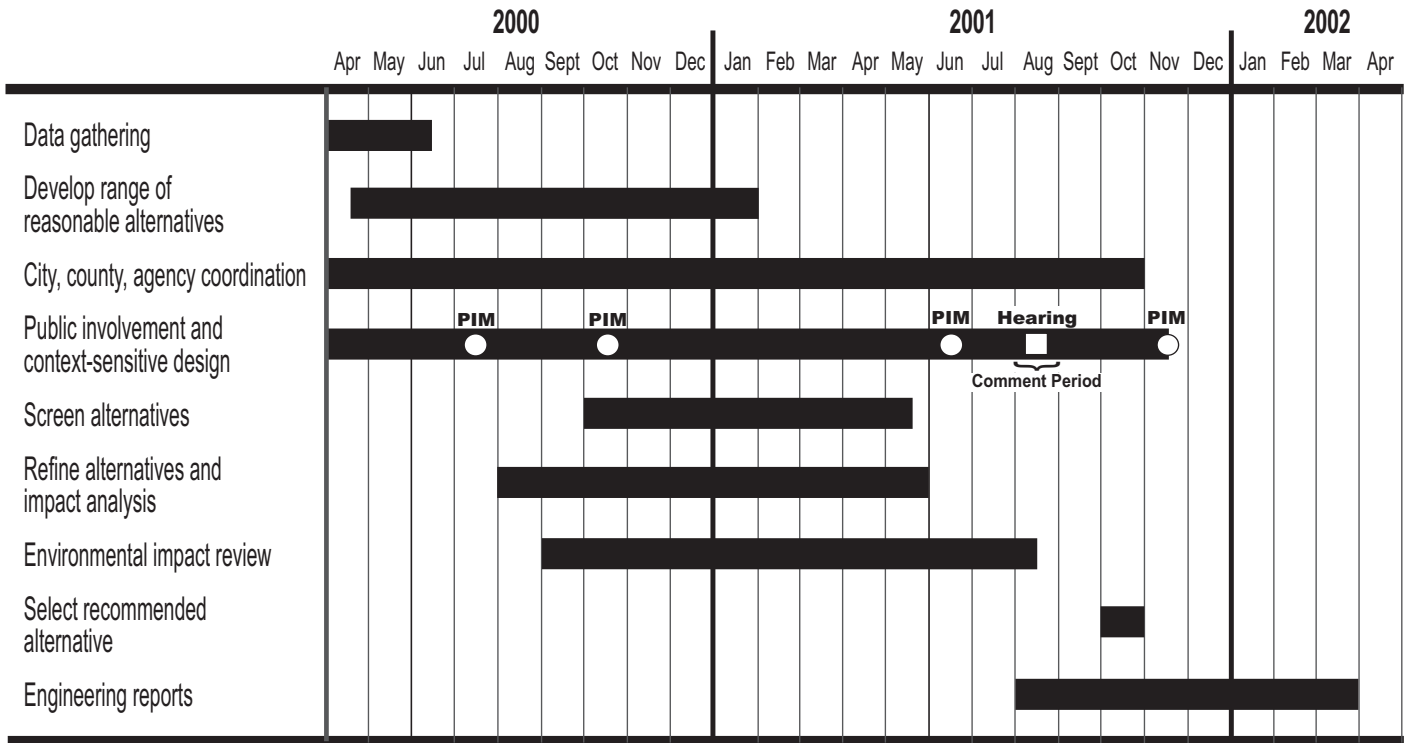
Work to reconstruct the interchange is scheduled to begin in 2004 and last for four years.

A final informational meeting will be held in late fall of 2001 to give the public an opportunity to view the selected alternative and obtain information about the design and reconstruction of the interchange.

Study team contacts

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Study schedule



PIM = Public information meeting

MARQUETTE INTERCHANGE